

The National *Falcon* News



April 2008



Bill Honor
Ft. Wayne, Indiana

1966 Falcon Station Wagon
"Coroner Car"

April 2008



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Cover Falcon

Bill Honor of Ft. Wayne, Indiana is a frequent contributor to *The National Falcon News*. See more photos of his 1966 Falcon station wagon "Coroner Car" beginning on page 13.

Do you have a photo you think should be on the cover? Send it to the Editor, address on page 6.

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My name is Jerry Bushnell and my wife, Tonya, and I are fairly new members of the Falcon Club of America. We have really enjoyed the articles where the new members tell their Falcon stories. So I thought I would send in our story and tell how we obtained the 1964 Falcon Futura convertible we own.

We live in the beautiful small town of Maryville, Tennessee and are members of the Tennessee Valley Chapter FCA.

This 1964 Futura convertible is close to original—sky blue with an off-white top. It is powered (if you can call it that), by a 170 six cylinder engine with a four speed transmission.

This story centers around my brother Charles Bushnell, Jr. of Roanoke, Virginia. Junior, as he routinely was called, and his wife Helen, were Ford nuts and were active members of the Roanoke Valley Region of the Antique Automobile Club of America (AACA). As you can see from the picture of the Falcon as it looked when Junior brought it to his home in 1997, it needed a lot of work.

Colon cancer plays a big part in this story, since it ultimately took the lives of both Junior and Helen. Helen had been battling the cancer for several years at the time the Junior purchased the Falcon. His plan was to restore the car and make it "Helen's Falcon."

However, things did not quite work out as planned. Shortly after he started on this project, Junior was also diagnosed with colon cancer. He continued to work on the restoration as his health and time allowed. This is where I come into the story because Junior was not just a brother to me, he was my best friend. Along with our father, Charles Bushnell Senior, we all had a great love for cars. The Falcon gave us a way, during this difficult time, that we could get lost in the joy of doing what we all loved—working on cars. During this period, I was fortunate to have three days off each week and this allowed me to go to Roanoke frequently to help with the restoration. I have to say that the



The 1964 Falcon as lovingly restored by Jerry, Junior and Charles



When Junior brought it home in 1997



A tribute and reminder of Junior and Helen



On the road again!



—Continued on page 8



I've had this car now for eight years and it still pleases me to drive it around town and get the thumbs up from any type of person, male, female, young or old! I took it to the 2000 Nationals in Sacramento, but didn't take it to the Nationals in San Ramon. Although I enjoy driving it, the skinny steering wheel is very uncomfortable to me for drives longer than about an hour.

I recently had the seats re-upholstered and new padding at the same time, but it is still difficult for me to reach the accelerator easily, being a short person, and trying to work around that big steering wheel! That's OK though, I still use it around town, take it to the Fabulous Fords at Knott's Berry Farm show in April, which is about the extent of how far I like to go, and various other favorite shows in San Diego and Orange counties.

This picture was taken at Ricky and Ronnie's restaurant in Torrance, California. Apparently, the owner likes to cater to car clubs and sets them up in this special "diner" for their meets. We met up with the SoCal Falcon club members there and enjoyed a delicious breakfast buffet while planning the recent Beach Party Regional, which was a great success. We were pleased that it was at a park right on the beach. We had an excellent turnout for this event and were excited to

be holding it in southern California! Both my Sprint and my boyfriend, John Kaitangian's 1964 Ranchero were there. His Ranchero was featured in the September 2007 issue of *The National Falcon News*.

The Sprint was recently in a fender bender, and do I mean *bender*. A young lady turned left directly into my right front fender, smashing it into the tire and virtually binding the tire up on the bent metal. I had a damaged bumper, grille, radiator and some suspension damage. Her insurance paid the whole thing, but what a pain to run down all the parts. Many were not replaceable, such as the Hallibrand wheels—that model was no longer available. Fortunately, the damage to the right front one was inside and minimal and it is able to hold air in the tire. Although I don't know why, the left rear tire was also damaged and I had to end up buying four new tires. Those were also no longer available at Discount Tire. After about five to six weeks of putting her back together, she is as good as new!

I hope to continue to enjoy this little red sweetheart for many more years to come. She may never go on a long trip again, but she will be loved and driven, as much and as long as I can.

—Submitted by Donna Willoughby (FCA #8997)
Carlsbad, California

President's Message

Our Falcon Club of America continues to grow, adding new Chapters each year, the latest being the Western Pennsylvania Chapter. Our Chapter Coordinator, Mary Wagner is the person who helps the new Chapters get started, with the help of the Regional Director. Please join me in thanking the Chapter Coordinator and Regional Directors for their hard work and dedication to the Falcon Club of America.

I recently spoke with the National Convention Coordinator, Mark Sword and he tells me everything is moving along with plans for the National Meet in Springfield, Missouri. This should be a fun filled weekend for everyone with all of the planned activities. Hopefully everyone has pre-registered for the event and made hotel reservations. This really helps the hosting Chapters plan ahead and makes for a well coordinated meet for everyone.

The Keystone Chapter will be hosting the 14th Keystone Regional Meet in Bethel, Pennsylvania in May. Our Falcon

Friends in the Keystone Chapter always host a great event. We hope to see you there.

Check the Calendar of Events in this issue for other Regional Meets coming up, including the first Regional hosted by the Metro Detroit Chapter in August, the Northeast Chapter Regional, also in August, and the Carolinas Chapter Regional Meet in September. Hopefully, one of these regional meets is close enough to your part of the country to attend.

Remember, "Take a kid to a car show," or as Bob Marquardt would say, "Give a kid a ride!"



Chuck and Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat — monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(952) 334-1654

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

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Classified Advertising

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1965 Ford Falcon Futura, two door HT, medium Calypso Green w/white stripe, 12 yr old paint, rebuilt AOD and V8 289 block w/ 302 rotating assembly and heads, 4BBL, headers, dual exhaust, Crager SS 15" wheels, front disc brakes, 8" rear, digital instruments, \$9500. OBO. 407-414-1818 or sgau@cfl.rr.com. FL.

1964 Falcon Futura. One owner original. 34,674 original miles. 6 cyl., power steering. Bucket seats, automatic transmission. Stored inside, no rust. New paint, white and gold. Drives like new. \$12,500. John, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL

—Continued on page 22

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcint glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
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New Member Feature

Jerry Bushnell

—Continued from page 3

days spent in the garage on this project with my dad and brother were some of the best we ever had together.

As Junior's health continued to deteriorate, my goal was to try and get the Falcon to the point that it could be driven so he and I could take a ride in it.

I want to make it perfectly clear that the completion of the car was not just up to me. There was a complete crew of people who worked on the car at various times and I would like to take this opportunity to name and thank them for the kindness they showed my brother. First I would like to point out the members of my immediate family besides my dad, who chipped in; our mother Nellie Bushnell (she kept us fed); George and Shelby Bass, our sister and her husband; Bonnie Hall, our sister and her daughters, Michele and Shelby and Charles Bushnell III, Junior's son. Helen's son, Marty Etzler, and his wife and children also contributed to the project. Then there were also key friends like Kenneth Wood and Tom

Cox who assisted in bringing the Falcon back to life.

Junior lost his battle with cancer on April 17, 2000. Fortunately, before this time, he and I were able to take a maiden voyage in the Falcon. This was just a short trip of approximately five miles, but it is one I will never forget. At this time the car was not completely back together, and this is where the friends and family really helped. Somehow, we got the Falcon ready for one of the key car shows held in 2000 in Roanoke where it won a Best of Show trophy. This had a big impact on Helen and her emotions showed it.

Work continued on the car over the next year to tidy things up and put the finishing touches on it. Also during this time, the Falcon made it to several area car shows where it always represented itself well.

Unfortunately, we lost Helen on September 10, 2001. Besides their love, my brother Junior and Helen provided me one of the greatest gifts I have ever

received, the Falcon. It is not only special because it belonged to Junior and Helen, it is a constant reminder of how it is to be blessed with a great family and good friends. I have included some pictures of the Falcon and yes, those are 1965 tail lights. That is what Junior wanted. Also included is a picture of the back seat of the Falcon where two Ford Teddy Bears sit, one is named Junior and the other is Helen. They serve as a constant reminder of two people I miss dearly. This is really a story of joy, not sadness. I know both Junior and Helen are with the Lord, and that they would want this story shared with other Falcon lovers.

I want to thank the FCA for providing this opportunity for Junior's and Helen's Falcon to be placed in the spotlight. I look forward to many more years of fun and memories with the Falcon by being a member of the FCA.

—Submitted by Jerry Bushnell
FCA #12994
Maryville, Tennessee

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Northeast Meet



The Northeast Chapter held our 11th Annual Regional Meet on August 24th and 25th. We were fortunate to be back in Sturbridge, Massachusetts at the Sturbridge Host Hotel. The weather was warm and sunny and the shade of the trees and the breeze off the water made for a wonderful day. There were 66 Falcons at the show from as far away as Michigan, Maryland, Delaware, Canada, New Hampshire, and as close as Massachusetts, Connecticut and Rhode Island.

The best part of a Regional show is the getting together of friends that you don't see very often and making new friends—this year was no exception. We also enjoyed the company of FCA President Chuck Beeson and his wife Carolyn—a treat for the club members who don't get to attend the National Show to get to meet and visit with Chuck.

Among the games we played on Saturday was a radiator filling contest. That's Chuck on the ladder filling the radiator. It wasn't as easy as you may think since there was a breeze blowing off the water.

The Best of Show winner was Ed Kernozeck with his Burgundy 1965 Futura Convertible. Ed owned this car when he was courting his wife and they used it on their honeymoon. He sold it, then years later, found and purchased it back again. The paperwork was still in the glove compartment from when he owned it. Ladies' Choice was Gail Ahlquist and her black 1962 two door wagon. Longest Distance went to Mike Eaves and his Aqua Purple 1965 Ranchero that he drove from Michigan.

It was a great show. Considering that we took a year off, having 66 cars at the show was a great turnout. We look forward to having even more cars and visitors next year when we will be just up the road at the Publick House in Sturbridge, MA. Please make plans to join us on August 14–15th, 2008.

FCA Tech Advisors

Head Technical Advisor	Bruce Wolfe, 10206 Jonestown Rd, Grantville, PA 17028 717-469-7252, afutura@verizon.net
FALCON YEAR	NAME & ADDRESS
1960	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576 FalconClub@aol.com, 228-466-4349
1961	Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401 PBarberpr@aol.com, 410-266-8271
1962	Glenn Vanerendonk, 4305 N. Spruce, Kansas City, MO 64117 816-452-1967
1963	Bob Passino, 5188 E. Henrietta Rd, Henrietta, NY 14467 Mattyp8@juno.com, 585-334-6779
1964 Convertible	Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210
1964 HT & Sedan	Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726, 405-789-6592
1964/1965 Sta. Wag.	Frank Servas, P. O. Box 10, Center Valley, PA 18034 falcon@hypermips.com
1965	Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212
1966	Phil Warren, 602 N. Harrison, Springhill, KS 66083 913-592-3571, pwrrn@cebridge.net
1967	Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236
1968	Leon Grantham, 8108 E. 59th St., Kansas City, MO 64129 816-353-3084
1969	Vacant
1970/1970 ½	Merl Hayn, 14942 S. Maple Rd., Argos, IN 46501-9525 574-892-6309
Performance	Bruce Thompson, 860 Vosseller Ave., Martinsville, NJ 08836 bhix@optonline.net

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**1928-69
FORD CAR**

**1960-70
FALCON**

**1962-71
FAIRLANE/
TORINO**

**1928-79
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**1955-66
THUNDERBIRD
STREET ROD**



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Fax: 770-761-5777

Event Calendar

KEYSTONE REGIONAL MEET

May 2-3, 2008. Comfort Inn Bethel, PA, 41 Diner Road, Bethel, PA, Exit #16 off I-78. Special rate of \$72.24 + tax per night until April 25 (mention FCA). Reservations: 717-933-8888 or 800-898-7695. Use the registration form in this issue.

CARLISLE ALL-FORD NATIONALS

June 6-8, 2008. Carlisle, PA Fairgrounds www.carsatcarlisle.com.

29TH FALCON NATIONAL MEET

July 10-12, 2008 in Springfield, MO. Use registration form in this issue. More info: 501-605-1370 or 316-838-7487. Use form in this issue to register.

NORTHEAST CHAPTER 12TH ANNUAL REGIONAL MEET

August 15-16, 2008 at The Publick House, On the Common, 277 Main St., Rt. 131, Sturbridge, MA. Room rate is \$84/night. 508-347-3313 or 800-PUBLIC-LICK, mention FCA. More info: Rick Bowes at 401-823-1059 or falcon-sprint@aol.com.

WOODWARD DREAM CRUISE

Saturday, August 16th, 2008, from 9 a.m. to 9 p.m. The world's largest one-day celebration of car culture, attracts more than 1 million visitors and more than 40,000 muscle cars, street rods, custom, collector and special interest vehicles. Many of the nine cities from Ferndale to Pontiac, MI have events scheduled throughout the weekend. woodwarddreamcruise.com.

METRO DETROIT CHAPTER FIRST REGIONAL MEET

August 29-30, 2008, Holiday Inn, Southgate, MI. The Metro Detroit Chapter is hosting its first Regional meet in Detroit. Join us for the Friday night cruise to the Lincoln Park Sears, the largest cruise in the Detroit Downriver area. Additional activities: Greenfield Village and the Henry Ford (formerly Henry

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Editor's Note

While going through the mail, I noticed a few comments about the models of Falcons that have been appearing in *The National Falcon News*. Some readers seem to think that we are favoring 1963, 1964 and 1965 Sprints and Futuras, both hardtops and convertibles.

"Why can't we have photos and stories about different models of Falcons?" one reader asks. Good question.

This month, while going through my backlog of available material, I was surprised to notice that the majority of FCA members who take the time to send in their photos and stories are indeed the ones with the 1963-1965 Sprints and Futuras, hardtops and convertibles. Except for the Minnesota Moments series, where I deliberately tried to choose more offbeat Falcon models, most of the material received lately comes from the Sprint and Futura owners.

It's not that I don't love the Sprints and Futuras; I do. But readers also love the Econoline pickups, Sedan Deliveries, station wagons, two and four door sedans, performance Falcons, Club Wagons, Sport Coupes, Rancheros, race cars, and all other types of Falcons, including modified and customs. We would love to see more of them in the *The National Falcon News*.

As I've said before, if you want your Falcon in the magazine, you have to send it in. The content is member driven. If I don't get it in the mail, I can't publish it! So, with the weather warming up, make it your mission to get out there and take some photos of your Falcon, whatever type it is. While you're at it, write up a few paragraphs about you and the car.

Believe me, it *will* be published!

—Wendy

Ford Trivia: This Day in History



February 28, 1903

Ford Hires Dodge Brothers

Henry Ford hired John F. and Horace E. Dodge to supply the chassis and running gear for his 650 Ford automobiles. John and Horace, who began their business careers as bicycle manufacturers in 1897, first entered the automobile industry as manufacturers of auto parts in 1901. Manufacturing car bodies for Henry Ford and Ransom Olds, the Dodge Brothers had become the largest parts manufacturing firm in the U.S. by 1910. In 1914, the brothers founded the Dodge Brothers Motor Car Company, and began work on their first automobiles. Dodge vehicles were known for their quality and sturdiness, and by 1919 the Dodge Brothers were among the richest men in America. Their good fortune didn't hold, however. Both brothers died of influenza in 1920. Their company was sold to a

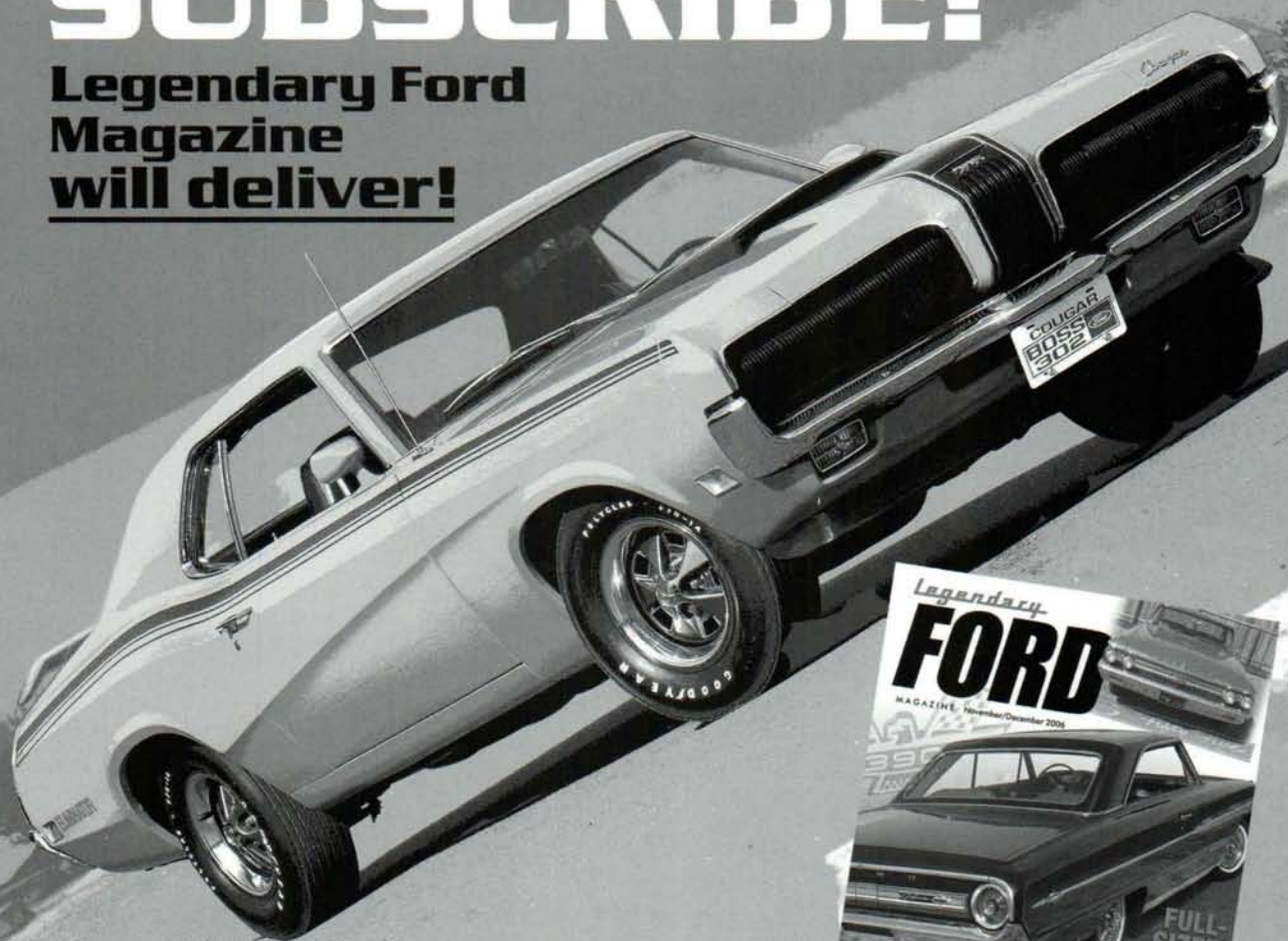


New York bank, before eventually being purchased by Chrysler in 1928. Under Chrysler's direction, Dodge became a successful producer of cars and trucks marketed for their ruggedness.

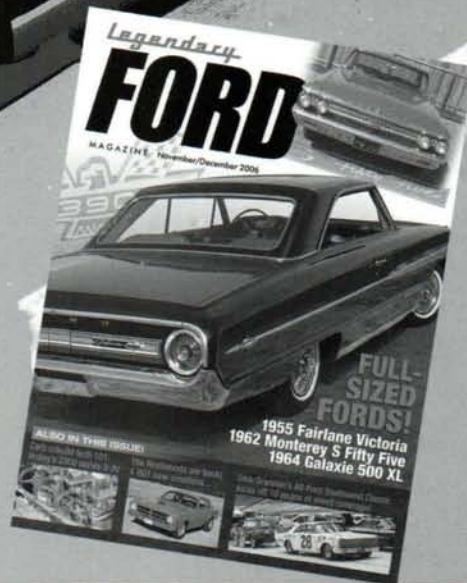
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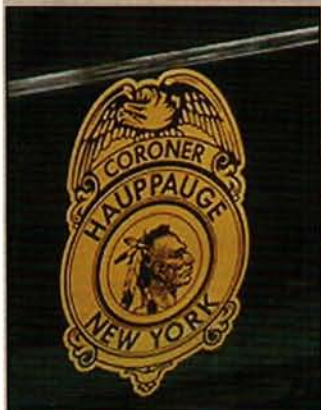
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Coroner Car

Bill Honor



Misty McNally poses with the Falcon



Bill Honor of Ft. Wayne, Indiana purchased this 1966 Falcon station wagon on eBay from a gentleman in Georgia "who shall remain nameless, due to the fact that it was an eBay surprise, as some cars are." The man said the car was originally from New York when he and Bill talked on the phone, and that it had been a Coroner's car back in the sixties.

Bill couldn't find any evidence to support his claim, but due to the fact that he is a native New Yorker, and that he "loves something different," he and his son decided to go with the Coroner theme.

The eBay auction stated that it had been recently painted, but when it arrived it had peeling blue paint "that the pictures seemed not to catch." The first thing was to sand her down and decide on a color. After looking at Coroner's cars of the period, they went with black, the natural choice.

Bill grew up close to the Walter family in Hauppauge, New York, so they decided to use the city symbol for the door logo and matched it up as best they could from photos they took on a



—Continued on page 14

Coroner Car

1966 Falcon

Continued from page 13



visit when they attended Bill's mothers' funeral.

The car had some original radios in it, but they added the others and Bill says "It looks kind of neat." They still have a lot of interior work to do, and then Bill may decide to post it on eBay "with an honest description" some day.

The Falcon is a six cylinder with three speed on the column. It has a 1966 engine with a 1968 head and a later model carburetor similar to the Maverick or the Carter XBS of the seventies. They mate up very well and Bill reports that "it is a very peppy car to drive."



The engine is modified with a 1968 head and a later model carb, making it "peppy." The original radios have been supplemented by others.



"Would you like to go for a ride...?"



Station Wagon

Bill Honor





Tom Washburn (FCA #11862) of Gurnee, Illinois was kind enough to send these photos of his very unique Ranchero/trailer rig that the Editor first spotted at the Indianapolis Convention in 2006. I took some photos of the car and trailer there, but never could catch up with Tom to do an Indy Individual feature on his car.

Sometime after the convention, Tom wrote, "I hear you have been looking for me. Here are some photos of the trailer project."

So this month, we are pleased to feature the Ranchero and the accompanying trailer project in all its glory.

He took a 1963 Falcon four door sedan and converted it into the trailer. Tom says "It seemed like a good place to store the extra spare parts that I didn't need for the Ranchero. Left over were the hood, bumpers, grille, and taillight frames. My wife just wanted the rest of it moved out of the back yard."

Tom thought it was too good a car to just junk, but he said "the four doors are not worth putting much money into, so I decided to make a trailer." He took about a month to complete the project. It comes in handy for road trips, as a place to stow coolers, luggage and parts out of sight.

The bed of the Ranchero/trailer was made by Bruce Horkey of Wood Parts for Classic Cars.



Bed lifts up for extra storage



On the Indy show field

Trailer Project

Tom Washburn



This is the final article in the Indy Individual series, featuring Falcons and their owners from the 2006 Indianapolis convention. MINNESOTA MOMENTS will return.

W

hen I was growing up, my family were all always Ford people. In my younger years I use to drag race and race roundy round race tracks.

As our children were growing up, they went with us to one track or another. Once our children were grown, my wife, Pat, and I found that we were the ones sitting on the sidelines watching our children race. We needed to find a hobby that we could both enjoy during our golden years.

Pat came home one day with a smile on her face and announced, "There's a Falcon for sale just down the street." A Ford man like myself just couldn't let that news pass by without checking it out. That car really needed a lot of work—but just about the right amount of work for an ongoing hobby. There was no upholstery, no floor pans, lots of dents and dinks, and really bad paint for starters. It was really sad looking. But it was also love at first sight.

I called my brother, Ed, who lives in Wildomar, California. He bought our family's 1967 Falcon from my parents, who bought it new. He enjoyed showing his Falcon in California. Soon we found that the Falcon Nationals were to be in San Ramon, California. The realization that my brother and I would be able to show our cars together really excited us.

In 2005 I got to drive my Falcon to Wildomar and meet up with my brother. We drove up the coast to San Ramon. This was

—Continued on page 20



Ron and the Falcon at Indy National Meet



On the show field at Minnesota National



At 2004 National Meet in Kansas City



First car show

Ron & Pat Norris



The 302



Rick Woods building the 302



Getting ready for paint



On the track in Indianapolis



Ron installs the Mustang II front

Even the fire extinguisher has evolved!



Motor after coil towers removed



Ron & Rod get the flames done

A Work in Progress...

Ron & Pat Norris

—Continued from page 19

the first National Meet that my brother had been to. It was really awesome to see so many great Falcons. To top it off, we both won plaques.

Not too long ago my brother moved to Arkansas. Now we are making plans together for the next Falcon National Meet.

In the time we have had our Falcon we have made a lot of changes. Our goal is to make some improvements each year. So far these improvements have been to build a 302 engine, 8 inch rear end, pos-389 gears, install a four speed transmission, build the instrument panel, add power windows, new floor pans, hidden wiring, disc brakes, and added a Mustang II front end. We removed coil towers, added Weld wheels, and installed new upholstery. We did a paint job with flames, lots of chrome and powder coating. Most of the parts were from the junk yard. Thanks to my wife's brother Rick Woods, who helped me with all the changes, and to Rod Stufflebean for the great paint job.

We have made changes this year, putting in heat and air. We hope to tub it in the back soon, so we can run bigger tires and change the 4 speed to a 5 speed transmission, close in the trunk, and of course, a bigger motor—you can never have enough power. We are trying to keep the out side as stock as possible, giving others a little surprise when we start her up.

I guess you can say Pat and I have found our hobby. In the five years we have been showing our Falcon, we've been to over 150 car shows, four Falcon Nationals, and many parades. We've met a lot of great people and a whole lot of Falcon lovers. We hope when this hobby is over, one of our 5 kids or 10 grandkids will be ready for a new hobby and that they will want to continue to show our Falcon. I know it will always be in the family, and bring them great pleasure, as it has for us.

I know it will always be a work in progress.

—Submitted by Ron and Pat Norris
(FCA #11864)
Bonanza, Arkansas



California National in 2005; second place in class



Brother Ed's 1967 original family car



Dash and power windows



Ron's first paint job

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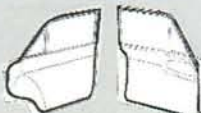


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Classified Ads (con't)

—Continued from page 7



1963 Ranchero. New paint, seat, carpet, padded dash, chrome bumpers, AM-FM CD player, new 289 engine, C-4 transmission, power steering valve body, magnum 500 wheels, spring shackles, axle bearings, "A" frame and coil spring bushings & much more. Drive anywhere. Was at Springfield Regional. \$7995. Ezra Wingfield, 501-316-0997. AR.

1963 Ranchero. Built in San Jose, California. Registered as a '62 with yellow California Y.O.M. license plates. Repainted white, with repainted Red interior. Bumpers rechromed, straight, rust-free CA. car. 200 c.i. six, Ford-O-Matic transmission, split manifold, duals. Runs good, transmission needs help, rebuilt C-4 goes with car. \$2800. Don Mangan, 650-740-7536. San Francisco Bay area.

1963 Falcon Sprint convertible. Can be used for parts or possible restoration. Car is all intact. Comes with two extra fenders, excellent shape grille and front bumper. Also needs new top and back bumper. Tom Maslanka, 860-583-6359. CT.

1963 Falcon Sprint convertible. Car is almost completely restored. It has new inner rocker panels and the body has been restored. I have all the new interior parts including the rug, seat covers and the door panels. The original owner had the car for 37 years. Call

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for details. \$19,000. Tom Maslanka, 860-583-6359. CT.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White and Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John, 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1962 Falcon two door, automatic, dark blue. 6000 miles on rebuilt 144 CID engine. Near complete restoration. Excellent body and glass. Car has been garaged the last 20 years. Asking \$6000 OBO. Pat White, 508-252-3932. MA.

1961 Falcon Sedan Delivery. Runs and drives. All glass is good. Not much rust. \$3500 or best offer. Tom Burns, 417-623-6265 or 417-825-1049. MO.

Falcons For Sale: 1964 Futura H/T perfect rolling bare body and chassis in dark gray primer. No rust or body repairs. \$3500. 1965 Futura H/T bare body. Shock towers removed, Pinto front end. Great for race car or street machine. \$1000. 1965 Futura H/T bare body. Solid. All new front suspension. V8 car. 1968 Falcon 2 dr. Coupe. Some

rust in quarters or parts. \$500. Numerous other Falcons for sale. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357

Parts Wanted

Wanted: Bumper jack for a 1964-65 Ranchero. Excellent only, please no junk. Contact Ray, 1965falcon@zianet.com or 575-524-3371 or P.O. Box 3 Fairacres, NM. 88033.

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti at 905-335-2834 after 6:00 pm EST. Ontario Canada.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-454-9384. IL.

1963 Falcon Deluxe two door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc.. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

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1964 Ford 260 engine. \$3300 spent on professional rebuild. Lots of new parts, chrome and rebuilt 4 bbl Holley carb. I have the receipt from rebuild with complete list of parts. \$2700 OBO. I will do my best to answer any questions. Nate Lawson, 802-388-6553 or natelawson1@yahoo.com. VT.

1964 Falcon Sprint Powertrain. 260 c.i., C4, 8 inch rear end. Running condition. 100% complete from radiator to rear end. \$1100. Lawrence Becnel, Jr. 985- 413-0735 or becnelk@msn.com LA.

1961 Falcon grille. Needs cleaning/polishing, otherwise flawless. Photograph available. \$50 plus shipping. John Monaghan, 707-585-3934 or bmonagha@pacbell.net. CA.

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fender trim \$45. each. 1965 Falcon Ranchero tailgate trim \$55., 1965 black steering wheel with horn ring \$125., 1960 Falcon steering wheel and horn button \$125., NOS 1965 gas cap hardtop, convertible, \$195., 1963 console brackets convertible, glass beaded & black powder coated \$125., 1963 console brackets hardtop, glass beaded and black powder coated \$125., 1963-1965 4 speed shifter \$145., 1963-1964 Falcon Sprint air cleaner with California emissions on the top of chrome cover \$225., NOS 1963-1964 Sprint script \$200.pr., NOS 1964 Sprint flags \$200. pr., NOS 1964 Sprint rear panel \$1,200., NOS 1964 taillights with backups \$158. pr., NOS 1965 taillights with backups \$158. pr., NOS back up kits for 1964-1965 Falcons \$250. ea., 1963 Falcon 260 with 2 speed transmission \$250. for both, can deliver to Rhinebeck, NY show in May or Syracuse NY Nationals in July. Call Vic 518-355-7756 or vfalcon64@aol.com. NY.

Falcon parts for sale. (All for \$2500.) 1964-170 engine Falcon Ranchero, 4 speed Dagenheim transmission. Additional Dagenheim clutch and linkage, complete front end, complete rear with breaks and drums. 1 set of 4 lug wheels, 1 set of 5 lug wheels, 3 core radiator. Howard Weber, 954-476-8665. 12301 NW. 23rd Ct., Plantation, FL. 33323

		
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—Continued from page 23

Shaft Valve Rocker Arm, FoMoCo CODZ: 6563-A 1 pc in original tube \$25. AM/FM radio w/cassette player for 1960-63 Falcon, by Custom Autosound, \$150 (list price \$289). Bob Richmond, 302-429-1906 or robertsrichmond1@verizon.net. DE.

1962 Falcon four door parts. Body parts, transmissions, mo tors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1963 Ford Falcon 260 motor with 2 speed automatic transmission, complete, needs to be rebuilt \$250. (can deliver to Rheinbeck, NY car show in May or Syracuse Nationals in July). 1963 console brackets \$95./pair, 1962 black steering wheel with horn ring \$95., stainless steel 260, 289, 302 motor mount heat shields \$25., 1965 black steering wheel with horn ring \$95., 1964 splash shield needs some work \$40., 260 exhaust manifolds, sand blasted and coated \$85.. Call Vic 518-355-7756 or vfalcon64@aol.com.

1964-65 Falcon Parts: Steering wheel with tan leather cover \$30. Sunvisors complete with all mounting hardware \$30. Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Ranchero/Wagon: Latches for tail gate \$15. pair. Tailgate release center with both rods that connect to latches \$15. Tailgate holder (not a cable) \$7. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40. pair. All ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or 1965falcon@zianet.com or P.O. Box 3 Fairacres, NM. 88033

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

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Information Needed

I need a contact to have both bumpers straightened and re-chromed ,new left floor pan for 1963 4 door Wagon, and tips to repair leak in vent in front windshield which allowed water from vent into car causing floor pan to rust out. Email plantep1943@yahoo.com or 423-341-4095. Pete Plante, Vernon, OH.

Miscellaneous For Sale

Books: *Collectible Automobile*, April 2002 Ford Falcon edition \$8. plus shipping. Ray Miller, *Falcon: The New Size Ford*, \$25. plus shipping. Tom Maslanka, 860-583-6359. CT.

Falcon News, Falcon Bulletin & Falcon Quarterly back issues from 1985-2006, about 200 copies altogether. Will sell as a set for \$99. OBO. Bob Richmond, 302-429-1906 or send email to robertsrichmond1@verizon.net. DE.

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Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA .98118. 206-721-3077. Alex@books4cars.com.

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QA151

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D11



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'60 - '70 V-8 dual point vacuum advance distributor	1281DV	91281DV
'60 - '70 6-cyl. (except V-6) with single point Motorcraft distributor	1261	91261
'63 - '67 6-cyl. (except V-6) with single point Holley distributor	1266	91266

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8-cylinder. Black epoxy	40111	\$39⁹⁵ ea
8-cylinder. Chrome	40001	\$39⁹⁵ ea

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6- or 8-cylinder. Chrome	45001	\$44⁹⁵ ea

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Why do we drive hundreds of miles to attend a car show? Last July, my wife Connie and I had just returned home from the Falcon Club National in Bloomington, Minnesota. It was a 2400 mile journey. I was thinking about why a sane person would drive a 1968 car, without air conditioning, speed control and all the other luxuries of the modern day machines, all that way? Was it for the contest? To see old friends? To buy parts? Maybe it was to see other Falcons that you would not get to see if you did not attend these events.

Or maybe it was because a lady approached my wife and told her a story about being at home many miles away and hearing of the Falcon Show in Bloomington. She drove to the show to see if there was a car there like the first car she ever drove. The lady told my wife of owning a 1968 Falcon Sports Coupe, just like our car.

The Falcon had been her first car—she drove it for many years until it rusted to the point that it became dangerous. Then her father junked the car. Before the car went to the junkyard the lady took off the Sports Coupe emblems from the roof and the one from the trunk. She went on to say that she has the emblems to this day, many years after the car went to the junk yard. The lady leaned into the car and exclaimed that our car has the same smell of her car. She took pictures of the car, thanked my wife for her time, and off she went. I was off doing something else during this encounter.

Now this was a fine story but it doesn't end here, no sir. Here is the rest of the story.

We were doing the Das Awkscht show at Macungie in August, with my car being one of the tent cars. It was Saturday and I heard a female asking who owned the Sports Coupe. I advised that I owned the car. This young lady related that her

first car that she purchased was a Sports Coupe, black over red, like our car. She went on to say that the floor eventually rusted to the extreme extent that one day while driving she lost a flip-flop through the hole in the floor. Eventually the car met the same fate of the junkyard. I asked this young lady if she was from Minnesota. She assured me she lived local and had never been to Minnesota. She asked if she could return on Sunday and take some pictures of the car. I said "Of course, and then she left.

On Sunday she returned with her camera and husband in tow. She had her husband take numerous photographs with her standing at the car. I invited her to get into the car. She took her shoes off upon getting into the car. This person also related that the car smelled like her car. She was so overwhelmed that she had to wipe the tears from her cheeks. I told her that we would most likely be back next year if she needed to visit the car. She thanked me and gave me a big hug. Then she and her husband left.

Who would ever have thought that two people from hundreds of miles apart that we had never met and most likely, would not have met had it not been for the car, the Falcon Sport Coupe? The reminiscing that each of them did with us, and the obvious way the car touched them and stirred their youthful memories was a unique gift—it made it worth all the driving and the time spent sitting in the sun at car shows.

The question is: how many people owned a Falcon like yours and are just waiting and wishing they could just see it just one more time?

By Don Snyder (FCA #8088)
Akron, Pennsylvania

Reprinted from The Falcon Key, Keystone Chapter
Lauren Cummings and Kevin Gabel, Editors

Event Calendar

—Continued from page 10

Ford Museum) in Dearborn, and for the children, a Splash Park adjacent to the Holiday Inn. Visit <http://detroitfca.webs.com> for the registration form and more info. Or call Alan Aniol 734-282-8188 or joanal@wideopenwest.com.

8TH CAROLINAS CHAPTER REGIONAL & ALL FORD SHOW.

September 26–27, 2008. Holiday Inn Express Hotel & Suites, 2491 Wonder Drive, Kannapolis, NC. Reservations: 704-743-1080 or 1-800-HOLIDAY. Room rate: \$75., suites \$85., mention FCA. Valve Cover Races at the Regional and a tour of a nearby Roush Racing Shop. More Info: James Baxter, 704-736-1920 or ncfalcon@charter.net.

12TH ANNUAL FUN FORD SUNDAY

September 7, 2008, 10:00 AM to 3:00 PM. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Gates open at 8:00 AM for exhibitors. Sponsor: Nor-Cal Ford Club Council Exhibitor Fee: \$20 in advance, \$30. at the gate. Info: PO Box 6682, Concord, CA 94524-1682 or <http://www.funfordsunday.com> or 510-538-7866. This is an interclub event open to all Ford, Lincolns, and Mercurys—the largest such event in northern California. Anniversary cars are 100 years Model T, 60 years F series trucks and 50 years Edsel. 500 cars expected. The show benefits various local charities.

Corrections: March issue

In the Minnesota Moments article about Erik Fuerst's 1963 modified sedan in the March issue, two photos were inadvertently printed that were not of Erik's Falcon.



Erik informed me that these two photos of a 1962 Pro Street were not his car. I should have noticed the Minnesota license plate; Erik is from Wisconsin. And, yes, the grille, I do have a '62... It was red, however. Editor sincerely regrets the error.

Is this your car? Send some more photos and a few paragraphs to the Editor at the address on page 6. Promise I'll get it right!



R. L. Hall's 1963 Futura was incorrectly identified on the cover (ouch!) and in the story captions as a Sprint. Yes, I should also know what a 1963½ Sprint looks like. Editor regrets the error; and apologizes to R. L. for blowing it, on the cover, no less. Shame...

On the Bright Side...

Wendy:

The article and pictures from our Ohio Valley Pumpkin Run look FANTASTIC! Thanks for incorporating our club logo into the layout. I can't tell you how pleased the club is about the exposure. I really want to give a couple of copies to our Mini Meet host club, The Fastiques.

If this would be possible it would make my day.

Thanks for everything.

Jerry York
Vice President
Ohio Valley Chapter
www.ovcfca.com

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Thanks to our advertisers for supporting the Falcon Club of America.

Falcon History

1962 Sports Futura

By Al Aiello (FCA #2502)

When one thinks of sporty Falcons, the "Sprint" hardtops and convertibles are usually the first models that come to mind. However, one could argue that the first true sporty Falcon was produced in 1962. That model would be the Falcon "Sports" Futura.

Like the Sprints that were produced a year later, the 1962 Sports Futura was a mid-year model. The Sports Futura was produced by Lee Iacocca and his pals as a Corvair fighter.

The Ford executives became agitated with the introduction of Chevrolet's sporty Corvair Monza in 1961. The Corvairs had bucket seat interiors, four speed transmissions, and a sporty image. Total Falcon production in 1961 was 558,427 which was an increase of about 20% over 1960 production. Corvair production increased 32% over 1960 to 329,632 total units.

Perhaps the biggest new offering with the Sports Futura was a four speed transmission that was floor mounted. Unfortunately, we're not talking Toploader or T-10 here. The four speed all-synchro transmission was referred to as a "Dagenham." Dagenham is the name of the English city where the transmission was manufactured. The Dagenham was optional and the two speed Ford-O-Matic was the standard tranny. The 170 six was the standard motor.

The Sports Futura came standard with unique stainless wheel coverings with 'Futura' lettering and red, white and blue stripes. A vinyl roof was listed as an option—the first for a Falcon!

The Falcon's image changed with this new offering from Ford. All that was needed now was a more powerful motor. That arrived next year.

There were a total of 17,011 Futuras (Model 62 C) produced in 1962. How many are still around would just be a guess. The Sports Futura was the Falcon with the lowest production numbers, besides the Sedan Delivery, being offered in 1962.



The Sports Futura appeared on the mid-year version of the Ford Falcon sales brochure in 1962.

1962 SPORTS FUTURA STANDARD EQUIPMENT

Foam Cushioned Front Bucket Seats
Between-The-Seats Console
Foam Padded Rear Seat Cushion
Choice of Five All Vinyl Interior Trims
Unique White Whipcord Vinyl Headliner
Futura Armrests and Ash Trays,

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Distinctive Bright Metal Trim Includes:

Emblem on Glove Compartment Door,
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Side Spear
Rear Quarter "Futura" Script
"Futura" in Block Letters on Rear
Panel

Sports Futura Full Wheel Covers with
Tricolor Centers



This 1962 Sports Futura is owned by Alisha Aiello. The 1963 wire hubcaps are incorrect for the car—but they still look cool!



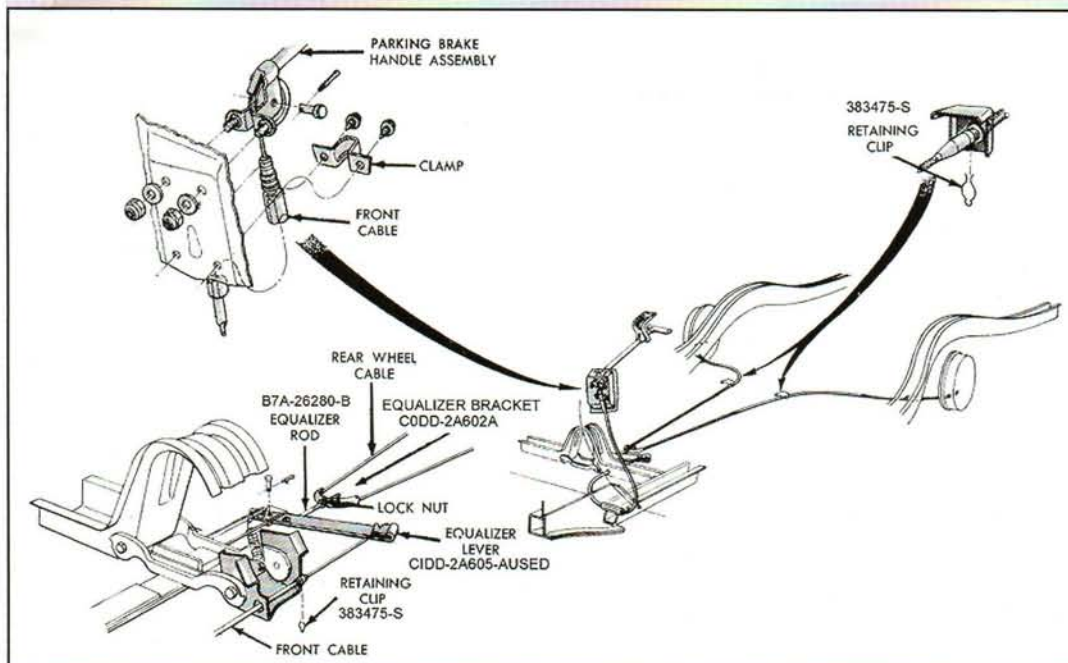
The original interior of Alisha's 1962 Sports Futura was in wonderful condition when the car was recently purchased.—not a single tear in the original padded dash or headliner.



The 1962 Sports Futura has a beautiful and well-appointed interior

Parking Brake Diagram

Tech Tip



This diagram demonstrates the location and part numbers of various parts of the parking brake system.

Provided by Ron Wilson of Falcon Parts.com

Do you have a Tech Tip? Send it to the Editor at the address on page 6. Neither the Editor nor the FCA are responsible for the accuracy of information in Tech Tips.

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One of Three Hundred

I have always wanted a classic Ford convertible. Since we retired to Elizabeth City, North Carolina we were always on the lookout for one.

The opportunity finally came when my son-in-law, Art Dammers of North Granby, Connecticut, who is an avid Falcon collector, and FCA member #2808, told me he needed room for another classic car he was procuring. I offered to help—I bought his 1965 Falcon Sprint convertible.

The Falcon was bought originally in Denver, Colorado for \$3,223. It went through two other registered owners before ending up with Art Dyson in Pennsylvania., where both the car and the engine underwent a full restoration, and was repainted the original color.

My son-in-law picked it up from Art Dyson in March of 2002. He drove it to North Carolina in June of 2003, making me the proud owner of a relatively rare 1965 Falcon Sprint convertible in turn-key condition. Art told me that this was the most documented 1965 Sprint Convertible that he had ever



Photos by A. Mack Sawyer

1965 Sprint Convertible

Ron Pagano



seen with all the original paperwork, owners manual, warranty cards, and window sticker.

I proceeded to add all the fine-tuned details and finishing touches that turned this car into a trophy winner at the local car shows. The car was basically all original. It had a 289 CID V-8 engine with an original factory four speed transmission. I added a 4-barrel Edelbrock carburetor with a chrome Edelbrock intake manifold, chrome valve covers, chrome air cleaner, and chrome oil fill cover.

The Rotunda Tach, and all new external emblems were also added. The exterior color is a Twilight Turquoise paint with a vinyl Turquoise original interior trim. Matching color seat belts and floor mats were installed. The headlight bezels, and taillight buckets were all recently re-anodized and finished by FCA member Norm Huie of Norm's Classic Car Parts of San Clemente, California.

I am a retired Flight Test Engineer from Connecticut and a relatively new member of the Falcon Club of America. I have been retired in North Carolina with my wife, Jenny, for 13 years and we are really enjoying our Falcon. We get many very nice comments on it no matter where we go.

—Submitted by Ron Pagano (FCA #12388)
Elizabeth City, North Carolina



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Falcon



1964 Falcon Art Print

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ART64XC..... 64 Falcon Sprint Convertible Art Print -16"x20" (Black) (Silver)



Rack-n-Pinion Kit

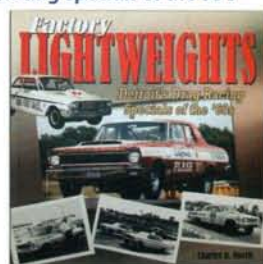
This all new engineered bolt in Rack & pinion conversion kit allows you to convert your original sloppy steering to new modern performance and handling. Mounts to stock ball joints and includes rebuilt power rack & pinion unit and all mounting hardware. Engineered to mount into stock components with ease. Installs in an afternoon with proper tools. Note: for automatic only, will NOT fit 4-speeds. Can be used with Dearborn Classics Tri-Y headers, cast iron headers or stock small block exhaust manifolds only.



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LT279 Factory Lightweights-Detroit's Drag Racing Specials of the 60's

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Handles shown
installed in a 1964
Falcon Convertible

Colors To
Match Your
Original
Interiors!



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